

Attendance of the November 17, 2004 GMTF Meeting
(based on sign-in sheet)

Name	Agency
Baldwin, Hon. Harry	City of San Gabriel
Calix, Robert	LACMTA
Capelle, Joanna	SCRRA
Catz, Sarah	Golden State Gateway Coalition
Cheng, Luke	LACMTA
Daniels, Hon. Gene	City of Paramount
Dorland, Kanya	Port of Los Angeles
Golob, Jackie	NET
Green, Gary	Caltrans District 8
Herrera, Carol	San Gabriel Valley COG
Hricko, Andrea	USC
Lee, Francis	Caltrans District 7
Lopez, Ernest	SCAQMD
Marcus, Richard	OCTA
Nieman, Steve	The Tioga Group
Outwater, Maren	Cambridge Systematics
Proo, Hon. Beatrice	City of Pico Rivera
Regan, Amelia	UC Irvine
Rodriguez, Dilara	Caltrans
Roy, Girish	ACE Construction Authority
San Agustin, Liberty	Caltrans District 7
Scott, Ted	Yellow roadway Corporation
Smith, Steve	SANBAG
Staba, Gail	M & N
SCAG Staff	
Pfeffer, Nancy	
Wong, Philbert	

GOODS MOVEMENT TASK FORCE MEETING MINUTES

WEDNESDAY, NOVEMBER 17, 2004

1.0 CALL TO ORDER

Councilmember Gene Daniels, City of Paramount, called the meeting to order. A list of those in attendance is included in the minutes. Self introductions were made.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

Approval Items

3.1.1 Approval of the September 15, 2004 Minutes

Motion to approve the minutes was seconded and approved with two revisions as recommended by Ms. Dilara Rodriguez. The changes are to 1)include Caltrans District 11 with Districts 7, 8, and 12 in item 4.1; and 2)revise language on the status of the Technical Advisory Committee for the Multi-County Goods Movement Action Plan. (Note: revised minutes are posted on the SCAG website).

4.0 INFORMATION ITEMS

4.1 Regional ITS Architecture

Ms. Jackie Golob, NET, presented this item. The purpose of this project is to create a Southern California ITS regional architecture and ensure that the product meets FHWA/FTA requirements for conformance with the National Architecture. Currently, San Bernardino and Riverside Counties have fully conforming regional architectures in place, while Los Angeles' is almost complete. Orange County's is being updated, Ventura County's is being further developed, and Imperial County is starting from scratch. Therefore, the regional architecture will seek to build upon and integrate the six county architectures, as well as focus on interregional needs.

The Interregional architecture will focus on interregional needs such as the Regional Traveler Information/511 system, Caltrans district interfaces, emergency service/homeland security, regional fare system, and goods

movement/technology. Goods movement technology can include items such as international border electronic clearance, Weigh In Motion (WIM) stations, roadside safety, HAZMAT management, and port access monitoring.

The Regional Architecture is required to be in place by April, 2005. The next Southern California Regional ITS meeting will be at SANBAG on November 30, 2004. The project website is:
<http://www.nateng.com/scagarch>.

Ms. Dilara Rodriguez, Caltrans, noted that the regional ITS architecture being developed needs to also be integrated with the California statewide architecture.

Mr. Steve Smith, SANBAG, asked what private sector input the study has received. Mr. Bob Huddy, SCAG, responded that the project will solicit input from the private sector, though not all private sector initiatives would be integrated into the public ITS regional architecture.

4.2 Health impacts of diesel exhaust

Ms. Andrea Hricko, USC, presented this item. She discussed the USC Children's Health Study, which is a 10-year study examining air pollution and the relationship to lung function in children, placed in the context of growing trade at the Ports of Los Angeles and Long Beach.

In conducting this study, children in twelve communities were studied: Atascadero, Santa Maria, Lompoc, Lancaster, San Dimas, Long Beach, Mira Loma, Upland, Lake Arrowhead, Riverside, Lake Elsinore, and Alpine. In the more polluted communities, the study indicated that current levels of air pollution have chronic, adverse effects on lung development in children from the age of 10-18 years. Furthermore, these effects are attributable to a group of pollutants that are primarily from mobile sources including particulate matter (PM), elemental carbon, and nitrogen dioxide.

Goods movement has regional impacts on residents, communities, and workers such as longshoremens, truck drivers, and rail workers. An example of the confluence between goods movement and the economic benefits they bring, and community and health impacts, is the I-710 Major Corridor Study.

Ms. Hricko noted that the Tier 2 recommendations on health and air quality from the I-710 study included the following statements: 1) before expanding the 710 freeway, the #1 consideration must be an ability to reduce air quality impacts; 2) air quality must be better at mainline

construction time, compared to today; and 3) these steps must be taken before mainline construction can begin.

Ms. Hricko stated that region-wide transportation and goods movement planning needs to consider environmental and health impacts, and that California needs to find a way to move goods while at the same time protecting the health of local residents.

Ms. Dilara Rodriguez, Caltrans, and Ms. Hricko both noted that worsening air quality is due to a combination of factors, including diesel emissions, population growth, and increases in travel by passenger vehicles.

4.3 MTA Freight Model Development

Mr. Luke Cheng and Mr. Robert Calix, LACMTA, presented this item. The objective of this project is to provide transportation planners with knowledge of domestic truck/freight movements, develop a framework for modeling domestic truck/freight movement, and to recommend an approach for constructing the domestic truck/freight movement model. In doing so, the study will examine domestic freight, warehouse and distribution centers, local trucking, and service trucking.

In looking at the trucking industry, the report stated the following: 1) In California, over 75% of truck tonnage moves less than 50 miles; 2) according to VIUS data, 94.6% of trucks are light-duty trucks; 3) 39% of trucks are for-hire, 25% are private business trucks, 24% are government owned trucks, and 12% are rental/leased; 4) local trucking, and not long haul, account for most truck movements.

Within the SCAG region, freight activity is concentrated within ten areas: Burbank/Pacoima/North Hills, Central-East LA, LAX, South Bay, San Pedro/Wilmington, City of Industry, Pico Rivera/Norwalk, Anaheim/Yorba Linda/Placentia, Santa Ana, and Ontario/Fontana.

Warehouses and distribution centers (DCs) perform functions such as inventory management and order fulfillment. However, they differ in that warehouses store goods for a period of time but do not change the nature of the goods. On the other hand, DCs exist to change goods and reconfigure shipments then move them quickly out of the DC.

Service trucking is the movement of a truck for the purpose of performing a service function, such as maintenance or utility work. In the Los Angeles area, 74% of the truck population is used for business or personal services.

The characteristics of trucking and warehousing and distribution will be used to develop a model for forecasting truck trips. In doing so, it is

recommended that a hybrid model be developed, using a logistics chain model for agriculture products, petroleum and coal, forestry, mining, etc., and a tour-based model for textile, apparel, electronics and appliances, and services. The Logistics chain model focuses on how shipments move from producer to consumer. The Tour-based model focuses on linking a series of legs and trips into a single tour.

The implementation approach for this project will be to first develop a prototype logistics-chain and tour-based model for one industry, and if the prototype proves successful, to expand the model to the remaining industries and validate it.

5.0 STAFF REPORT

Staff will present a report on Go21, which stands for Growth Options for the 21st Century, at the December TCC meeting. Go21 is a non-profit organization that advocates for the increased use of freight rail for goods movement. (Note: This item will instead be presented at the January 6, 2005 TCC meeting.)

The Distribution Management Association will be holding a dinner event on February 8, 2005 at the Ontario Convention Center. Dr. John Husing will be the keynote speaker.

6.0 COMMENT PERIOD

There were no comments.

7.0 NEXT MEETING

The next regular GMTF meeting will be:
Wednesday, December 15, 2004
9:30am-11:00am
SCAG Offices, San Bernardino Conference Rooms A&B

8.0 ADJOURNMENT

The meeting was adjourned at 11:00am.